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Hongkong, 13th May, 1906. 29

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HONGKONG OFFICE: 10A, DES VŒUX ROAD.  
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## The Daily Press.

HONGKONG, MAY 13TH, 1906

It is fortunate for the future reputation of  
the present President of the United States  
of America that historians will not have to  
depend on what the American newspapers  
say about him. We number ourselves among  
Mr. Roosevelt's most sincere admirers,  
believing him to be a greater man than  
yellow-press references to his doings and  
sayings indicate. We also believe that  
there is a class of citizen in the great  
American nation that is not all howl and  
hustle, that absorbs knowledge and com-  
mon sense while others munch peanuts, and  
that speaks and votes patriotically while  
others expectorate. We do not believe that  
Judge WILLEY's detractors at Shanghai  
are typical of the great nation, nor that a  
miserable scribbler at Manila voices always  
the sentiments of Washington. The Manila  
Cablenews says, at the tail-end of a bellicose  
and ignorant outburst misrepresenting the  
state of Far Eastern politics, that

China looks to America for protection not  
only against Japan but against all the land-  
grabbing nations of Europe. China invited our  
battleship fleet to visit there to impress the  
United States and China. Japan has evidently  
succeeded in causing a change of plans. This  
is good for Japan but bad for China. It can  
hardly injure America either way.

This is a reference to a rumour accredited  
to Washington that

it has been decided by a meeting of the  
cabinet—that it would not be wise at  
this time for the battleship fleet to visit  
China. It is feared that the visit would be mis-  
interpreted as an evidence of a disposition on

the part of the United States to support China  
in her controversy with Japan. This conclusion  
has been reached by the Washington authori-  
ties, it is said, after considering some of the  
reports from Government agents in the Far  
East, who indicate that such a construction is  
being placed upon the proposed visit by many  
of the people of China who are interested in  
the boycott.

There are some Americans in the Far  
East who think that America ought to  
protect China—or any other country,—  
against Japan. They think that whether  
any country needs protection or not, "any-  
way" America ought to "lick" Japan.  
After she has licked Japan, she ought  
to "sail in" and lick Germany, England,  
and a few others. Meanwhile she ought  
to "fire" Judge WILLEY, and Minister  
Rockhill. With regard to the latter it is  
printed that

"They say that his unpopularity renders him  
useless and that American interests are suffer-  
ing in consequence. He is charged with trying  
to bring about situations which will force re-  
sponsibility upon him regardless of the real  
policy which should animate the United States  
in its relations with China. Messages have  
been sent to Washington demanding his removal  
and asking the appointment of some other  
man as his successor. The American com-  
mercial interests in China regard as significant  
the fact that during Rockhill's recent absence  
in the United States the relations with China  
improved, only to be followed upon his return  
by immediate disintegration."

These patriots of sorts talk politics  
with the phraseology of the prize-ring.  
Diplomacy is caviare to them, and they  
don't see why Uncle Sam shouldn't knock  
any nation "into the ropes" as easily and  
as simply as a pugilist renders his rival  
hors de combat. We have recently had  
the opportunity of learning what President  
Roosevelt thinks of the type, a few  
samples of which have not yet come to the  
China coast. They infect Congress. Thus  
on April 11th, Mr. Congressman Hobson  
supported the President's proposal for four  
new "Dreadnoughts," but in doing so he  
used language to which the President and  
many others objected.

He referred to the Anglo-Japanese Alliance,  
and hinted at the possible union of the British  
and Japanese naval forces in Canadian waters.  
In the event of a dispute between Japan and the  
United States, Mr. Hobson was gathering  
round Mr. Hobson, clouds that would bring not  
only war between nations of the white race, but  
a great war between the races of the world.  
America was in the middle, she had been placed  
there by Providence and was simply carrying out  
national policies.

This sort of talk was very properly  
deprecated by saner Americans, and it  
appears that the opposition to the proposed  
naval increment was even strengthened by  
such extremes. There is not the slightest  
reason why America should not have a far  
stronger navy, if she wants it. She can  
afford it much better than can some other  
nations, and there is no nation, not even  
Japan, that would presume to object to her

constructing a naval force adequate to her  
immense seaboard. If the Hobsons and the  
Manila madmen are to preponderate in her  
future councils, however, we should be sorry  
to see it. In his Message to Congress, Mr.  
Roosevelt recommends that the four battleships should be  
of the largest and most approved type, and that  
provision should be made for their construction  
immediately. China is held up as an example  
of the results of the "policy" of any prior  
doctrine, and Great Britain as having a  
naval policy to be emulated. The result of the  
last Hague Conference, the President says, has  
made it plain that the nations will not for some  
time, if ever, agree on a plan for the limitation  
of naval armaments. Arbitration, he holds  
cannot be relied upon as an effective remedy,  
although it should be utilised to the fullest extent.  
While disclaiming any intention on the part of  
the United States ever to engage in a war of  
conquest, the President makes it plain that the  
country would afford no refuge into a position  
in which itself would have to be drawn in  
silence. He continues: "To build only two  
battleships a year would mean that this nation  
would go backward in naval rank and relative  
power among the great nations. Such a course  
would be unwise if we fronted merely one ocean,  
and it is doubly unwise when we front two  
oceans." The President estimates that within  
the last twelve years, in periods of profound  
peace and not as the result of war, massacres  
and butcheries have occurred in which the  
loss of life is more, women,  
and children, has been greater than in  
any single great war since the close of the  
Napoleonic struggles. He adds: "To any  
public man who knows the complaints which are  
continually made to the State Department  
there is an element of grim tragedy in the claim  
that the time has gone when weak nations can  
be oppressed by those which are stronger with-  
out arousing an effective protest by other  
strong interests. Events still fresh in the  
mind of every thinking man show that neither  
arbitration nor any other device can yet be  
invoked to prevent the gravest and most terrible  
wrong-doing to peoples who are either less  
in numbers or, if numerous, have lost the first  
and most important of national virtues, the  
capacity for self-defence." In conclusion the  
President says: "The United States ought  
not to indulge in the persuasion that contrary  
to the order of human events they will for ever  
keep at a distance those painful appeals to arms  
in which the history of every other nation  
abounds. There is a rank due to the United  
States among the nations which will be with-  
held if not absolutely lost by a reputation for  
weakness. If we desire to avoid insult we must  
be able to repel it. If we desire to secure  
peace, one of the most powerful instruments of  
our rising prosperity, it must be known that  
we are at all times ready for war."

He might also have added, though it  
doubtless goes without saying, that it must  
also be known that at no time should the  
chauvinists who act as deputy-screamers for  
the American Eagle be taken seriously. To  
prove our good faith in this expression of  
disgust, and to show that there is no

national prejudice "back of it," we may  
mention that London is also disgraced  
by an outcrop of gentry of the same  
kindness. Of the President's message, the  
Daily Express, for instance, says in half-  
inch capitals that it was "undoubtedly  
aimed at Japan," though in no report of it  
that we have seen, including that of the  
Express, can we discover words that warrant  
such a statement, though between the lines  
it might be possible to read that he was  
sympathising with China against "all the  
land-grabbing nations." America need be  
under no serious fears of war so long as she  
attends strictly to her own business, but if  
she ever thinks of capering out as a univer-  
sal-righter of wrongs, like a national Don  
Quixote, she will need more ships than she  
has at present. In the Far East, she should  
at least wait till China invites her services.

The Hon. Mr. MURRAY STEWART is going  
to ask the Government on Thursday a  
question which many people have been  
asking within the last few days. As it could  
never have hoped that such a piece of  
business could remain a secret, one wonders  
why the Government took no immediate  
steps to take the community into its con-  
fidence regarding a message that must have  
such all-embracing effects. To begin with,  
we are assured that, if there be really no  
appeal against the hasty decision of Parlia-  
ment, if the China Association's protest falls  
on stony ground, we will see an early exodus  
of a large number of the labouring popula-  
tion of Hongkong, who will go to Canton or  
Macao or anywhere where they can obtain  
the drug that alone makes their drab  
existence tolerable. It is a curious thing  
that in bad times, when the masses are  
worse off than usual, the consumption of  
such luxuries increases. It is curious, but  
not inexplicable. May trouble, more  
correlation, and this is said to be the  
explanation of the recently noted growth  
of opium consumption locally, which  
has sent Bengal opium up from \$1,000  
to \$1,200 a case. Property owners and  
managers of industries are seriously con-  
cerned. In the case of property, further  
depreciation is expected as a result of this  
hasty interference with the finances of an  
already overburdened Colony, and insurance  
companies that have invested in mortgages  
will probably be among the sufferers.

With regard to the curtailment of the  
export from India, it has been pointed out  
to us that this will tend to cheapen the  
Indian product at home and increase the  
Indian consumption which is already con-  
siderable. Thus good achieved here (to  
specify in anti-opium phraseology) causes  
greater evil elsewhere, and Indians of  
intelligence assert that any attempt to stop  
the consumption in India will lead to  
administrative troubles compared to which  
the Swadeshi movement will seem a trifle.  
Evidently this question is peculiarly one in  
which even a Parliament of saints should  
look before it leaps.

Lord Minto has shot seven tigers in Gwalior.

The British cruiser "Flora" has arrived  
from Shanghai.

Japanese papers report the failure of a few  
foreign firms, chiefly German, at Yokohama.

The electric tram in French Shanghai were  
to begin public service yesterday. They have  
been run some days for practice.

A Peking dispatch states that Tieh Liang,  
President of the Ministry of War, has drawn  
up a set of regulations for the prohibition of the  
smoking of opium by the military. It adds  
that according to the regulations, those soldiers  
or military officials who are addicted to the  
habit are to be summarily decapitated.

A wallo was charged at the Magistracy  
yesterday before Mr. Wood with being in  
unlawful possession of a pyjama coat and a  
piece of zinc. The evidence was that prisoner  
was in the act of leaving the Military Hospital  
with the articles in his basket when he was  
stopped by the watchman. A fine of \$4 was  
imposed or an alternative of fourteen days.

It is believed that the recent request of the  
China Tea Association in London that the  
Customs duty on tea be reduced to one shilling  
per picul, instead of Hk. Tia 1.25, will be granted  
with a view to improving China tea markets in  
foreign countries. The China tea markets in  
Russia, deal mostly in brick tea from Hankow,  
manufactured and exported by Russian mer-  
chants.

The Japanese postman who recently com-  
mitted an assault upon the native staff of the  
American Consulate-General of Mukden has been  
sentenced to one month's imprisonment and has  
been fined \$150. This incident of which far too  
much was made, may now be regarded as closed.  
Mr. Kato, the Japanese Consul-General,  
expressed his regret for the action of his  
national to Mr. W. D. Straight, the American  
Consul-General.

Among the many perils that attend the  
progress of true reform not the least is the  
circumstance that would be patriots mistake  
noise for work. Chauvinism is among the least  
reliable signs of a true and steady regard for  
fatherland, and the shouting jingo of the streets  
and music-halls seldom sheds his blood on the  
battlefield of his nation. "The pen is mightier  
than the sword" is a maxim cherished most  
by those who for many reasons chiefly personal  
prefer rather to wield the former than the latter  
weapon.

At the Magistracy yesterday Mr. J. H.  
Kemp held an inquiry into the circumstances  
surrounding the death of the houseboy who died  
in suspicious circumstances on April 21 at  
Messrs. Butterfield and Swire's. Questioned by  
his Worship the Doctor in charge of the Hospital  
was of the opinion that the wound could not  
have been self-inflicted. In reply to His  
Worship the Doctor said the boy might have  
walked about a little after he received the  
wound. Dr. F. Keyt and a number of other  
witnesses were examined, and the jury returned  
an open verdict.

Some strong language is used in a pamphlet,  
recently published by a medical missionary,  
to describe the harm that is being done to the  
Chinese by the enormous quantity of patent  
medicines they are devouring. "From the  
bottom of my heart," he says, "I tell you that  
I am convinced that more harm, if this thing  
goes on unchecked, will be done to China  
through patent medicines than opium has ever  
approached the doing. I am not speaking  
without thought. I said this thing a year ago  
in print and again at the Medical Conference  
last Spring, and there are many who know that  
it is true."

On the recommendation of Admiral Sah Chen-  
ping, Commander-in-Chief of the Poyang and  
Nanyang squadrons of the Chinese Navy,  
Victory Yang intends to re-establish the naval  
college at Tientsin, a college was destroyed in 1900.  
The proposed naval college will be divided into  
two departments—preparatory and medium—so  
as to train modern naval men for services in  
the Chinese navy, which must be reorganised  
when funds permit. The terms will be three  
and six years respectively. The existing naval  
school at Caefoo will be amalgamated into the  
college if the proposal is actually carried out. It  
is estimated that about Tia 100,000 will be  
required annually for the maintenance of the  
proposed college.—"P. & T. Times"

The cruiser "Yankton," one of the tenders  
attached to the Pacific Battleship Squadron,  
has arrived at Acapulco after a fruitless visit to  
Indefatigable Island, one of the Galapagos  
group, off the coast of Ecuador, in search of  
an American seaman named Jeff, known to have  
been cast away there. Passing vessels had  
observed Jeff's signals, but had been unable to  
take him off, and the Navy Department ordered  
Rear-Admiral Evans to send a vessel to the  
rescue. Lieut. Gherardi, commanding the  
"Yankton," reports that he sent a boat ashore,  
but those who went in her only found a signal  
pole and Jeff's razor. It is accordingly sup-  
posed that he has been rescued by some ships  
which has not yet been spoken.

The aborigines of Formosa are evidently  
offering a desperate resistance to the advance of  
the Aiya line in the Glan district. News  
dated the 29th ultimo says that they attacked  
the Aiya line on its second advance and that  
they showed the utmost resolution, approaching  
from three directions simultaneously and fight-  
ing with extreme determination. They were  
finally routed by an attack in the rear, but they  
managed to pick up their dead and wounded  
before leaving the field. At the time of the  
dispatch of the telegram they had taken up a  
position on a hill of considerable height and  
were apparently engaged in baying their dead,  
for continuous sounds of wailing were heard.  
The loss on the Japanese side was five killed  
and four wounded. It should be mentioned  
that the Japanese and the Aiya were fighting  
in shelter trenches, which accounts for the  
smallness of their casualties.

The hope formed during the first quarter that  
this year was to be a light one for plague is now  
blighted. Previous figures are being surpassed.  
During the day ending at noon yesterday there  
were 23 cases notified, ten of which were fatal.  
The total at noon was 215 cases.

The "Matin" contains the following:—It  
has already been announced that M. Klobu-  
kowsky, the French diplomatic agent at Cairo,  
is about to be appointed Governor General of  
Indo-China. He will probably be succeeded at  
Cairo by M. Leon Geoffroy, Councillor to the  
French Embassy in London.

The Assistant-Commissioner of Land Re-  
clamation in Mongolia charged his Chief Com-  
missioner with embarrassing public funds. The  
Chief in reply charged the assistant. Both  
charges have been found to be true, and an  
order ordering severe punishment is published.

The "P. & T. Times" states that some smart  
native financiers at Tientsin are taking  
advantage of the fact that the notes of the  
Hongkong and Shanghai Bank have not the  
name "Tientsin" in native characters. They  
declare that the notes are from Shanghai, where  
a native boycott has been instituted and that  
they will accept them only at a discount.

According to the "Asahi," a return issued  
by the Tairen Customs House is responsible for  
a serious mistake in regard to the imports by  
the South Manchurian Railway Company  
during the past fiscal year. The amount was  
given as ¥23,370,000, which was no less than  
¥23,190,000 in excess of the actual total. The  
Customs authorities, concerned are being  
subjected to severe criticism.—"The Kobe  
Herald."

A farewell dinner of over forty covers was  
given on May 6th at the Astor House Hotel  
Shanghai by members of the Hongkong and  
Shanghai Banking Corporation to bid "bon  
voyage" to Mr. H. E. R. Hunter and Mr. E. D.  
Sanders, who left for England by the Siberian  
Mail yesterday. It was natural that the occa-  
sion should be improved upon by the celebra-  
tion of this success—at the races of the ponies  
jointly owned by Messrs "Hunter and Robson"  
and ridden by Mr. A. W. Backill.

Owing to the fact that there has, of late  
years, been an increasing number of lawsuits  
between Chinese and foreigners in Yunnan,  
H. E. Hsi Liang, Viceroy of the Yun-Kwei  
provinces, intends to establish in Yunnanfu a  
Mixed Court which will be on the same basis  
as the International Mixed Court at Shanghai.  
A deputy will shortly be sent to Shanghai to  
make a study of the Regulations. Meanwhile  
trouble has broken out with the French on the  
border, and guerilla warfare seems to be going  
on, Annamite rebels raiding and running.

Miss Milner, during a discussion at a church  
meeting at York, related an experience of her  
brother, Sir Frederick Milner, with the Christian  
Scientists. A Christian Scientist lady under-  
took to cure Sir Frederick of his deafness. She  
took his hand and whispered in his ear, "I am  
quite sure you are not deaf." (Laughter.) As  
he did not hear it, she kept repeating it raising  
her voice until she positively yelled at him.  
(Laughter.) Miss Milner regretted to say that  
her brother replied, "I am quite sure you're a  
fool!"—(Laughter)—"only," said Miss Milner,  
"I am afraid he used a stronger word."  
(Renewed laughter.)

At Ningyuenfu, West China, the hillmen  
are on the warpath after three years of  
comparative peace. The new Prefect seemed  
anxious for a fray and sent about 250 soldiers  
to punish a refractory tribe. But the expedi-  
tion met with disaster; twenty soldiers were  
killed or captured, while one small gun and  
about ten repeating rifles were taken by the  
hillmen. The soldiers enjoy a bad reputation.  
At a night raid on a hill settlement they  
succeeded in burning a few houses, killing the  
women, children and old men who could not  
protect themselves or get away. It was only  
after their return home from this murderous  
attack that the hillmen sought revenge. The  
Chinese authorities are now collecting and  
arresting soldiers, while the hillmen are  
preparing for defence.

## HONGKONG LEGISLATIVE COUNCIL.

## THE OPTIMUM TELEGRAM.

On Thursday the Hon. Mr. Stewart will ask  
the following questions, notice of which has  
been given:—

1. Is it true that His Majesty's Government  
has announced in the House of Commons an  
intention of issuing immediately to the Govern-  
ment of this Colony orders to close all opium  
houses forthwith?

2. Did the Imperial Government communi-  
cate this intention to the Colonial Govern-  
ment before making the announcement; if so,  
how long before, and why was information  
of such capital importance to the Colony with-  
held from members of this Council?

3. Has the Government now any explanation  
to offer, or any information to impart, on this  
subject?

The orders of the day include (by the Hon.  
Attorney-General):—

First reading of a Bill entitled An Ordinance  
to extend the provisions of The Litter  
Licenses Ordinance 1898 and to provide for the  
grant of brewery licenses.

First reading of a Bill entitled An Ordinance  
to amend The Evidence Ordinance 1889.

First reading of a Bill entitled An Ordinance  
to prohibit the Exportation of Prepared Opium  
to China.

First reading of a Bill entitled An Ordinance  
to provide for the registration of Chemists  
and Druggists and to regulate the Sale of  
Poisons.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

## THE KOREAN INSURRECTION.

Tokyo, May 12th.

A brigade of the Sixth Army  
Division has left for Korea, to inau-  
gurate an effective settlement of the  
insurrection.

[REUTERS SERVICE.]

## THE ARREST OF PRINCE EULENBERG.

London, May 10th.

Bail of Mks. 500,000 has been refused.

## THE INDIAN FRONTIER.

London, May 10th.

General Willcocks, with two Brigades has  
been ordered to proceed immediately against  
the Mohmands, in view of the failure of the  
jirgah.

## THE SUFFRAGETTES.

London, May 10th.

The Suffragettes, with a clanging railway  
bell, and escorted by a crowd of men, again  
disturbed Mr. Churchill's open-air meeting.  
Mr. Churchill appealed to his workmen  
hearers not to permit the meeting to be  
broken up by roughs, and said that if  
intolerable tactics continued it would be  
necessary to meet force with force.

## ELECTION OF MR. CHURCHILL.

London, May 10th.

The result of the bye-election at Dundee  
is, Mr. Churchill 7079 votes against Mr.  
Baxter (Unionist) 4370.

## RAILWAYS IN TURKEY.

London, May 10th.

Engineers to survey the ground for the  
construction of Uvao-Mitrovitza Railway  
have started with three squadrons of  
Turkish cavalry to maintain order.

## THE BOYCOTT.

Chan Wai Po, the Chairman of the Self-  
Government Society of Canton, who is the  
chief exponent of the boycott against the  
Japanese, left Hongkong yesterday with  
several compatriots for Annam where they  
intend to strengthen the movement against the  
Japanese.

## FAR EASTERN RAILWAYS.

For some time past the Chinese Government  
has been much exercised owing to the fact that,  
contrary to the Treaty of Portsmouth, Russia  
has been using the Chinese Eastern Railway  
for the transport of war material and troops to  
Vladivostok. Whether or no remonstrances  
from Peking will have the desired effect, it is  
will show; we very much doubt it. Certainly  
no serious heed will be paid to China's objections,  
unless she is supported by Japan or some other  
Power interested in the Far East. But the  
existing dispute, no matter how disadvan-  
tageous the results to China, has undoubt-  
edly brought into important prominence the  
question of Russian railway construction in the  
Far East. Broadly speaking, there is not a  
mile of railway east of the Caspian that Russia  
has not laid down for strategic purposes. It  
cannot be otherwise. The country in these  
regions has no commercial, or very little com-  
mercial value, partially nothing to warrant the  
enormous financial outlay involved. An in-  
stance in point is the Trans-Caspian line, which  
skirts the frontier of Persia and Afghanistan.  
With the exception of the cotton district of  
Ferghana, there is no other district for the  
line to tap, certainly no other district that is  
capable of sufficient development to make the  
railway a financial success. Russia laid down  
the Trans-Caspian line as she lays down all her  
railways in the Far East, to one end and one  
alone—the occupation in time of the country  
thus penetrated. Such are her intentions with  
regard to the country traversed by the Chinese  
Eastern Railway. She may be stayed in her  
march for a short time, but her persistence of  
purpose will triumph in the end, unless Japan  
—the sentinel of the Far East—is prepared  
once again to challenge her advance.—Globe.

## CHEKIANG "REFORMERS."

If the spirit of patriots counts for anything  
at all, it should appear first in a heightened  
regard for law and order. Men who are eager,  
as the Chekiang provincials professed them-  
selves to be, to die for the rights of their  
country ought not to find it difficult to keep  
that country's laws. How then, for instance,  
does it stem (when tested by its attitude to the  
Opium Reform Edict)? As a leading province  
in matters relating to advance of almost revolu-  
tionary reform, to take the inhabitants in their  
own estimate, Chekiang should give us evi-  
dence of its love of country and its ability to  
manage its own affairs by the adoption of an  
absolute and realistic application of the anti-opium  
Regulations. But, says the N. O. Daily News,  
no one can have any acquaintance with its  
affairs without realising that with the exception  
of Hangchow and one or two of the larger  
cities, it ranks among the most backward of the  
Eastern provinces as the result of an almost  
total failure to obey the terms of the Edict.  
Until a month or so ago, it was possible for any  
Opium smoker living on the southern border of  
Kiangsu to procure the smoke which was denied  
him at a public house in his own territory, by  
crossing the border into Chekiang. A tardy  
recognition of the terms of the Regulations are  
now being halfheartedly given by the respon-  
sible officials. South of the Tientang River, and  
inland, little more than lip homage has so far  
been rendered. In the patriotism of Chekiang  
there is certainly no evidence of any desire for a  
moral reform.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. The Hon. Dr. J. M. Atkinson (President), presided, and there were also present Hon. Mr. Chatham (Vice-President), Lieut. Col. Martin, Captain Lyons, Hon. Mr. Irving, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. H. A. W. Slade, and the following officials—Dr. Pearce (Medical Officer of Health), Dr. Macfarlane (Assistant Medical Officer of Health) and Mr. Mosser (Secretary).

## QUESTIONS

Mr. SHELTON HOOPER pursuant to notice asked the following questions:

(a) What is the number of houses in Victoria and Kowloon, which remain to be dealt with under sections Nos. 1 and 2 of section 175 of the Public Health and Buildings Ordinance?

(b) Is it a fact that, notwithstanding your statement that all Government buildings are periodically inspected by Sanitary Department officers, all Government buildings which have a medical officer attached, there is no such inspection?

(c) If not, is it the duty of the Medical Officer so attached to make periodic inspection of such buildings to see that they are in such a satisfactory condition as not to contravene the provisions of the Public Health and Buildings Ordinance?

(d) Will you lay on the table a list of such Government buildings as have a medical officer attached?

The PRESIDENT replied:—

(a) A list is being prepared.

(b) My statement was "Government buildings are inspected once a month and in addition their canteen quarters once a week." The Board on May 16th 1936, agreed that the Sanitary Inspectors should not pay visits of inspection to those institutions which are under the charge of Government Medical Officers.

(c) Yes.

(d) Government Civil Hospital and its annexes—Kennedy Town Hospital (government), Kennedy Town Hospital (Tung Wa branch), Tung Wa Hospital, Po Leung Kuk, and Gael.

Mr. HOOPER—You say it is the duty of the medical officers to inspect the places under their charge?

The PRESIDENT—Yes.

Mr. HOOPER—And you are satisfied that that duty is carried out?

The PRESIDENT—Yes.

Mr. HOOPER—Well, I would direct your attention to the exterior of the Gael quarters in Arbuthnot Road where there has been a broken down pipe for the last six or seven months.

## W.C.'s IN KOWLOON.

The reply from the Government relative to the question of permitting water closets in buildings in Kowloon read as follows:—

"Colonial Secretary's Office, May 2nd, 1936.—

Sir, I am directed by His Excellency, the Governor to acknowledge receipt of your letter of 24th ult. informing me of the division of the Board on the question of permitting water closets in buildings in Kowloon and to request you to supply me with copies of the circular referred to in paragraph one of the report of the committee enclosed in your letter under reference together with the replies thereto. (2) I am further to invite the attention of the Board to the additional expense which will be involved by the suggested systematic monthly inspection and in view of the fact that the present staff cannot undertake the supervision and as such supervision is an integral part of the proposal, I am to inquire how the Board suggest that the inspection should be made.—I am, Sir, your obedient servant, F. H. MAY."

Mr. HOOPER—No additional inspectors are required. The number of closets will be small.

Mr. HUMPHREYS—I agree with Mr. Hooper. The total water closets which will be allowed by the Board will not probably average six in a year.

The PRESIDENT—I have made inquiries and it appears there are about 200 houses affected by this decision, and there may be applications from all of them. If there were that number of w.c.'s in that area it would be impracticable for this supervision to be carried out.

Mr. HOOPER—Well, sir, I don't quite see how it comes from the Government. The Board dealt with the application for W.C.'s and I don't think the Government have to approve of it in any way. I suppose you sent it to the Government for general information. In answer to the queries of the Colonial Secretary, first as to the additional number of inspectors required, I should say none. No inspectors are required because I think it is in the Standing Orders drawn up by yourself as head of the Sanitary Department what the duties of the respective officers are. It is laid down that it is the duty of every Sanitary Inspector to inspect every tenement in his district once a month, and every senior Inspector once a quarter. The additional time occupied in the inspection of houses where there are w.c.'s is infinitesimal.

The PRESIDENT—The reason why this was sent to the Government was because the report of the committee appointed to consider the question of w.c.'s in houses in Kowloon was forwarded to the Government. The Board adopted the report and the Board agreed that the report be forwarded to the Government.

Mr. HOOPER—I don't remember that.

The PRESIDENT—The Standing Orders have been considerably modified by the diminution of the staff of inspectors recently made.

Mr. HOOPER—I am going on the Standing Orders as they were laid before us. I don't know of any alteration.

The PRESIDENT—But you know the staff is diminished?

Mr. HOOPER—I know the staff is less.

The PRESIDENT—Therefore it is impossible to visit the house once a month and inspect water closets.

Mr. HUMPHREYS said that the President had remarked that there would likely be 200 houses affected by the decision. He would like to know on what he based his estimate.

The PRESIDENT—There are 200 houses occupied by Europeans.

Mr. HUMPHREYS—Yes, but not one in a hundred is likely to ask for this.

The PRESIDENT—What answer does the Board wish to send to the Government?

Mr. HOOPER—I don't know how far the Standing Orders have been altered.

The PRESIDENT—If all the houses make application—

Mr. HOOPER—We have none at present.

When different circumstances arise in the future we will make suggestions. We have no apprehensions on the matter.

The VICE-PRESIDENT—As Chairman of the Committee I would suggest that the Government be informed that we do not anticipate that applications for water closets in houses within the district referred to will become general, and the Board think that with a less frequent inspection the inspectors could undertake the work.

A resolution to this effect was carried on the motion of the VICE-PRESIDENT, seconded by Mr. HOOPER.

## MORTALITY STATISTICS.

The mortality statistics for the week ending April 11th gave the following figures: The death rate in the British and foreign community was 7.9 per 1000 as against 32.8 in the corresponding week of last year.

The death rate for the whole Colony was 25.6 per 1000 as against 18.0 in the corresponding week of last year.

For the week ending April 18th the death rate in the British and foreign community was 7.9 per 1000 as against 16.4 in 1935, and for the whole community the death rate was 15.4 per 1000 as against 21.0 per 1000 in the corresponding week of last year.

The TEST OF CHRISTIAN SCIENCE.

We recently published a report from Baltimore containing the statement that two medical students of that city had announced the fact that "they are perfectly willing in order to demonstrate the fallacy of the doctrines of Christian Science to allow themselves to be inoculated with a pure tested culture of streptococcus pyogenes, provided any two followers of the faith do the same." They say—"We are to rely upon additional treatment and our Christian Science friends upon their mode of treatment for relief." They add "It seems to us that a test fair and square is the only means to prove or disprove the value and properties of medicinal treatment or the foolishness and fallacy of the faith cure." We also published what was described as the "evasive reply" to that challenge. A local believer requests us to publish the reply as actually made, which was, he states, as follows:—

"Will the gentlemen allow me to say they are several years late in their proposal." Christian Scientists have already made this test for themselves. They have had their experiences first with medicine and then with Christian Science, hence their choice. If these students are yet in need of a test they have our permission to inject it into their system, that is acceptable to their taste. When they have failed to cure themselves by their material remedies they can then turn to Christian Science as a last resort, as we have done.

To treat the subject seriously we would say that Christian Scientists in so far as they are able are practising in accord with the precept and example of our Lord, and I know no instance where He accepted a challenge to prove his power over the devil's propositions. His reply was "Get thee behind me Satan, and I know of no reason why this same reply should not be made to those who are to-day making the same challenges, and who thus evidence the fact that they are speaking for the devil. If it were not proper for the master to accept a challenge for the benefit of skeptics, there is no Christian precedent for such practice on the part of his followers. There is a vast difference between a loyal dependence upon God in time of unavoidable trouble and a wilful venture into trouble. It is a direct violation of divine law to invite calamity, and such a venture would weaken one's faith in the outcome. One might ignorantly blunder or mistake and still have faith in divine deliverance but with a guilty conscience supported by the knowledge of being a wilful sinner one might not have sufficient faith in divine salvation to be delivered from the effects of his sin. To wilfully enter into a combat which jeopardizes the life of a neighbour would be equal to manslaughter, to say the least. It is quite as scientific and quite as Christian to keep out of trouble as it is to seek a way out after one has fallen into it. Christian Scientists like others have enough troubles which come uninvited and have therefore, no necessity for seeking trouble."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 11.55 a.m.—The barometer has risen considerably over China, W. Japan and the Philippines.

Pressure is now high over Central China. It remains in defect over Central and S.E. Japan. Moderate to fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { E. winds, moderate to fresh; fair.

Formosa Channel { E. winds, moderate to fresh.

South coast of China between { Same as No. 1.

Hongkong and Lamokok { Same as No. 1.

South coast of China between { Same as No. 1.

Hongkong and Hainan { Same as No. 1.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Powder. Charms will enable you to do it. For Specialties for the Skin see the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## MORE ABOUT OPIUM.

The drastic resolution of the Imperial Parliament on the subject of the opium question is now the topic of general interest in the Colony and speculation is rife as to what steps the Government will take in dealing with the financial problem which now confronts it.

Yesterday we learned that the Government had approached the Opium Farmer with a view to ascertaining the relations between the Farmer and the keepers of the opium dens and how these would be affected by the change which must now take place. Compensation will be considered, no doubt, and the books regarding the sales will afford reliable information necessary for arriving at a fair settlement of the claims of those who will lose their means of livelihood by the closing of these houses.

While many people here may be in favour of the policy of the Imperial Government there are few who support the precipitate procedure by which it is sought to suppress the indulgence in this narcotic. Its effect on the finances of the Colony is deplored and its dislocation of trade is regretted.

## AT THE MAGISTRACY.

Yesterday a Chinaman was fined \$55 at the Magistracy for selling opium within the Colony. The Opium Farmer sells opium at a cheaper rate in the New Territory than in Hongkong in order to reduce smuggling from China. By this means smuggling of opium is rendered almost unremunerative. The defendant in this case had bought a number of the small jars of opium which are sold at 35 cents in Hongkong but at 20 in the New Territory and he came over to Hongkong and sold them at 28 cents. His enterprise was stopped and, in default of payment of the \$55, he went to prison for one month.

## LAST MONTH'S OBITUARY.

Mr. Willis Edouin, the well-known comedian, died at his residence in Bedford Court, London, in his 67th year. Mr. Edouin was born at Brighton in 1841, and, coming of a theatrical family, made his first appearance on the stage at the age of eight with his sisters and brothers as "The Living Marionettes" at the old Adelphi Theatre. The Edouin family, working as a troupe on their own account, toured the provinces and appeared in several London theatres; and in 1864, when they left England for America, Mr. Edouin was a member of the troupe. He was sufficiently distinguished to take a benefit in his own name at the Strand Theatre. Their adventures in Australia were many. The troupe travelled in their own wagon from Melbourne all over the mining country just at the time of the rush for gold, and returned to Melbourne to settle down there as actors and pantomime artists. In time Mr. Willis Edouin separated from his family and went to America, where he ultimately became a member of Lydia Thompson's company, in which he performed for some years. He made a hit as the Hunchback in a burlesque called "Babe Rabe" at the Charing-cross (late Folies) Theatre; and his record after that was one of constant successes as an actor, singer, and comedian. He was a manager, and must be more than 20 years since he and his wife, Miss Alice Atherton, set all London and the provinces laughing in "The Japs" and others of his most successful parts in farce were Nathaniel Glover, the theatrical manager, in "Our Flat," and the low comedy part in "The Last Laugh." He was a successful manager at the Strand Theatre and at another famous farce, the Messrs. Harry and Edward Paulson's "Nobles" was produced. Musical comedy in time claimed Mr. Edouin, and his performance of Hilarious, the doll-maker, in "La Poupée," Tinseltown in "Floradora," Hogganhammer in "The Girl from Kye," and General de la in "The Little Nipper" will be fresh in the memory of the patrons of that form of theatrical art.

The death of Mr. Charles Maurice Detmold will have come with a shock upon many who were interested in a career which seemed still as full of promise as its brief extent had been of exceptional performance. All amateurs of modern acting are well acquainted with the extraordinarily sensitive work produced, largely, no doubt, under the influence of Japanese art, by the two brothers, Mr. Edward Detmold, sometimes together, sometimes separately. The rarity of such a combination as that of two artists working on the same plate and producing a remarkable singleness of effect, coupled, no doubt, with very young, gained a notoriety for their clothing of birds and animals which, however, was fully deserved by their beautiful decorative quality. Their most famous production, perhaps, outside the field of clothing, was the series of illustrations to Mr. Kipling's "Jungle Book" published four or five years ago. After a brief membership of the Royal Society of Painter-Engravers and the Engravers, Mr. Maurice Detmold, like his brother, gave up acting in order to devote his time exclusively to painting and engraving, and by the extinction of a rarely sensitive talent.

The death occurred at his residence, Heathfield, Sevenoaks, of Mr. Walter Jameson Waterford, after an illness of three months. Mr. Waterford was born in 1854 and was educated at Harrow and Trinity College, Cambridge. After being called to the Bar in 1879, he practised for a short time on the Strand, and then, before joining the firm of Messrs. Waterford, Brothers and Layton, printers and stationers, Birchin-lane, E.C., with which business he was actively connected up to the time of his last illness. He had been a member of the Honourable Artillery Company from the year 1876.

Professor Franz von Leydig, the distinguished zoologist, died at Rottenburg in his 87th year. Dr. von Leydig studied at the Universities of Würzburg and Munich, and after holding a professorship at Tübingen in 1888, he was appointed to a chair at Bonn University in 1892. He rendered important services in the sphere of comparative histology, and published a number of works upon anatomical subjects.

The death is announced from Mentone, at the age of 71, of Dr. Cornil, formerly Senator for the Department of the Allier and member of the Academy of Medicine.

## LATEST STEAMER MOVEMENTS.

The H.A.L. str. Lydia left Hongkong on the 10th inst. a.m. and may be expected here on the 15th inst.

The C.P.R. str. Shogun arrived at Kobe yesterday.

The C.P.R. str. Empress of Japan arrived Nagasaki at 9.30 a.m. on Tuesday, the 12th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 8 p.m. to-day.

## THE BRITISH MINISTRY.

## THE CABINET.

Prime Minister and First Lord of the Treasury (25,000)—Mr. Asquith, [Sir H. Campbell-Bannerman, 1905-8.]

Lord Chancellor (20,000)—Lord Loreburn.

Lord President of the Council (22,000)—Lord Tweedmouth, [The Earl of Grey.]

Lord Privy Seal (unpaid)—The Marquis of Ripon.

Chancellor of the Exchequer (25,000)—Mr. Lloyd George, [Mr. H. H. Asquith 1905-8.]

Home Secretary (25,000)—Mr. H. Gladstone.

Secretary for Foreign Affairs (25,000)—Sir E. Grey.

Secretary for the Colonies (25,000)—The Earl of Crewe, [The Earl of Elgin, 1905-8.]

Secretary for War (25,000)—Mr. R. B. Haldane.

Secretary for India (25,000)—Mr. John Morley.

First Lord of the Admiralty (25,000)—Mr. R. McKenna, [Lord Tweedmouth, 1905-8.]

Chief Secretary for Ireland (24,425)—Mr. A. Birrell, [Mr. J. Bryce, 1906-7.]

Secretary for Scotland (22,000)—Mr. J. Sinclair.

Chancellor of the Duchy (27,500)—Sir H. Fowler.

President Board of Trade (22,000)—Mr. W. S. Churchill, [Mr. Lloyd George, 1905-8.]

President Local Government Board (22,000)—Mr. John Burre.

President Board of Agriculture (22,000)—Earl Carrington.

Chief Lord of Education (22,000)—Mr. W. Runciman, [Mr. R. McKenna, 1907-8.]

Chief Secretary to the Treasury (22,000)—Mr. W. Runciman, 1907-8. Mr. R. McKenna, 1905-7.]

Lords Commissioners of the Treasury (21,000)—Mr. J. A. Pease, Mr. J. H. Lewis, Captain Norton, Mr. A. H. Whitely (unpaid), [Mr. Freeman-Thomson, 1905-8.]

Paymaster-General (unpaid)—Mr. R. K. Canston.

Parliamentary Secretary to the Admiralty (22,000)—Mr. E. Robertson.

Chief Lord of the Admiralty (21,000)—Mr. G. Lambart.

Parliamentary Under Secretary War Office (21,500)—Lord Lucas, [The Earl of Portsmouth, 1905-8.]

Financial Secretary War Office (21,500)—Mr. F. D. Adlam, [Mr. T. E. Buchanan, 1905-8.]

Parliamentary Secretary, Board of Trade (21,200)—Mr. H. E. Kearsley.

Parliamentary Secretary, Local Government Board (21,200)—Mr. T. J. Macnamara, [Mr. W. Runciman, 1905-7.]

Under Secretary, Home Department (21,500)—Mr. H. J. Samuel.

Under Secretary for Foreign Affairs (21,500)—Lord Fitzmaurice.

Under Secretary for the Colonies (21,500)—Colonel Seely, [Mr. W. S. Churchill, 1905-8.]

Under Secretary for India (21,500)—Mr. T. R. Buchanan, [Mr. O. E. Hobhouse, 1906-8.]

Secretary to the Board of Education (21,200)—Mr. J. E. Ellis, 1905-6.]

Attorney-General for Ireland (25,000 and fees)—Mr. Cherrill.

Solicitor-General for Ireland (22,000 and fees)—Mr. R. B. Bennett.

Vice-Chamberlain (2700)—Mr. J. M. F. Fuller, [Hon. W. Beaumont (Lord Allendale), 1904-7.]

Lord Steward (22,000)—Earl Beauchamp, [Earl of Liverpool, deceased, 1903-7.]

Treasurer of the Household (2700)—Sir E. Strachey.

Controller of the Household (2700)—Master of Elibank.

Lord Chamberlain (2,000)—Visc. Althorp.

Vice-Chamberlain (2700)—Mr. J. M. F. Fuller, [Hon. W. Beaumont (Lord Allendale), 1904-7.]

Captain Gentlemen-at-Arms (21,000)—Lord Denman, [Earl Beauchamp, 1906-7.]

Captain Yeomen of the Guard (21,000)—Lord Alldale, [Duke of Manchester, 1905-7.]

Master of the Horse (21,000)—Earl of Granard, [Earl of Sefton, 1905-7.]

Lords in Waiting (2500)—Earl Granville, Lord Hamilton of Dalzell, Lord Acton, Lord Coleridge (since 1906), Lord H. Russell (since 1907), Lord O'Hagan (since 1907), Lord Farquhar (since 1907), Earl of Granard 1905-7. [Lord Leiman, 1905-7.]

## ROWING.

The training for the Oxford and Cambridge boat race was distinguished this year by the unfortunate incident which will be regretted by sportsmen all the world over, who have been lately accustomed to regard this annual event as the finest show of true amateur sport.

On the Friday morning eight days before the race, the Oxford crew, for some motive which has not yet been explained, rowed a "secret trial." About four o'clock on the previous evening the watermen took the boat up to Richmond, kept there all night and met the crew, who had come over by train, at Kew, at ten o'clock next morning. Thence the eight paddled down to Mortlake where it started on its four and a half miles run. There is no moral reason why either crew should not row secret trials if it desires to do so; but there is against such practice the far stronger reason of tradition. No one has forgotten the unpopular "which the Cambridge XI earned in the cricket match of 1886 by a manoeuvre which was certainly legitimate, but not less certainly opposed to the traditions of English sports in sportsman-ship. The same condemnation is applicable to the secret trial of Oxford, which has incurred the severest criticisms. To show how little partisanship can affect the judgement in such matters, "The Daily Telegraph's" rowing correspondent, himself an old Oxford Blue, is among the most severe. "The course described," he writes "was chosen by the Oxford coaches, it will be remembered, in a year when England is inviting more foreign crews to compete at Henley than has ever been the case before. Rowing men, some of them, are used to laugh at the secretive methods of the foreigner. We must be silent now." For all reasons connected with the valued traditions of University sport it is to be hoped that the secret trial will rigidly be prevented from becoming a precedent for the practice of future years. —N.C. Daily News.

## PASTEURIZED AMSTEL BEER.

USED IN HOSPITALS IN PREFERENCE TO ANY OTHER BOTTLED BEER.

HIGHLY WHOLESOME. SPECIALLY PASTEURIZED (INSTEAD OF BEING DOCTORED WITH PRESERVATIVES) FOR USE IN TROPICAL CLIMATES.

VERY LIGHT, PALATABLE, DIGESTIBLE, AND A GOOD TONIC.

PER DOZEN QUART BOTTLES ... .. \$4.15

" BOTTLE ... .. 25

" DOZEN PINT BOTTLES ... .. 25

" PINT BOTTLE ... .. 25

SOLE AGENTS:—

H. PRICE & CO., LTD.

TELEPHONE No. 135. WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

Hongkong, 11th May, 1936.

## THE SHIPPING SLUMP.

MANY IDLE VESSELS.

The serious state of the shipping industry throughout the kingdom is reflected by the quarterly shipping returns published by Lloyd's Register.

Excluding warships, it is shown that the total tonnage under construction on March 31 was 817,501 gross.

This shows a reduction of 101,700 tons compared with the returns at the end of last quarter, and a decrease of 459,000 tons compared with the return for March 31 of last year.

No such decrease of shipbuilding within twelve months has occurred since 1934.

"Few British shipowners," said one engaged in the business to an "Evening News" representative, "can recall a period when so much tonnage was laid up or being run on uncommercial lines."

"At every port in the country there are long lines of vessels laid up because their owners cannot get freights for them. On the Tyne, for instance, there are nearly fifty vessels of about 60,000 tons lying idle."

"In addition to this, there are hundreds of boats which are showing a regular loss on every voyage."

"Strangers as it may seem, it is only the wealthy owners who can afford to lay up their ships when they are not paying."

"Smaller owners keep their boats running as long as they can, as they know that if they stop they will probably never start again."

"Moreover, it is a very expensive business to lay up boats. In addition to the heavy charges which are incurred, the local fuel and deterioration may amount to more than the cost of the boats when working."

"There is no doubt also that the numbers of the out-of-work vessels will shortly be greatly increased."

"There are several reasons. The chief in my opinion is bad trade. This trade slump comes also at a time when the price of coal is higher than it has been for years."

"Much is said about over-production of tonnage. There is no doubt that when the boom was booming recently shipbuilding went on briskly. But my opinion is that this was inevitable. If the freights were what was to be carried ships had to be found to carry them."

"Now that a trade reaction has come, there are necessarily too many ships."

"A possible explanation which ship builders and shipowners have to face, however, is—Are we losing our proud position as carriers for the world?"

"There is very little doubt that gradually we are doing so. Every year the mercantile marine of Germany grows more powerful, and every year it is taking over a share of that carrying business which this country used to regard as its own. This applies particularly to the foreign coasting traffic."

"It is fair enough competition from Germany's point of view, but British owners contend that while the German Government does all in its power to encourage the shipping interests of the country, the British Government does not support its shipping industry in a similar manner."

## THE DESTRUCTION OF MOSQUITOES.

The following letter appeared in The Times:—

Sir, If the correspondence in your columns on the subject of the destruction of mosquitoes leads to the discovery of the cause of the immunity of Barbados from malarial fevers, it will indeed have served a useful purpose.

Mr. F. G. Adley suggests that the complete absence of the Anopheles mosquito from



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to any of the Editors, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANDA. Codes: A.B.C. 5th Ed. P.O. Box, 88. Telephone No. 12.

## NEW ADVERTISEMENTS

## MITSU BISHI GOSHI KWAISHA.

NOTICE IS HEREBY GIVEN that Mr. Y. SHIBUYA has been appointed ACTING MANAGER Pro Temp. of above named Company from and after this date in place of Mr. T. MATSUKI who has been transferred as Manager of the Shanghai Branch Office.

Hongkong, 13th May, 1908. 832

## THE HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at the Happy Valley, on SATURDAY, 16th May, 1908, commencing at 3 P.M.

The Charge of Admission will be \$1.00 for others than Members of the "Hongkong Jockey Club or Gymkhana Club."

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

HONGKONG, 13th May, 1908. 833

REGINALD P. C. MASTER, Hon. Secretary and Treasurer.

Hongkong, 13th May, 1908. 833

## BEKANNMACHUNG.

IM hiesigen Handelsregister Abt. A, Band I, ist heute unter Nummer 2 zu den offenen Handelsgesellschaften eingetragen:

MEYERHOFER & CO., Singapur.

ARMIN EMIL HAUFF ist am 1. Januar 1908 aus der Gesellschaft ausgetreten. ADOLF WIDMANN und GUSTAV FRIEDLAND sind am 1. Januar 1908 als persönlich haftende Gesellschafter in die Gesellschaft eingetreten.

KAISERLICH DEUTSCHES KONSULAT.

Canton, den 8. Mai 1908. 834

## JAVA-CHINA-JAPAN LIJN.

FOR MAKASSAR, SOERABAYA, SAMARANG, CHERIBON AND BATAVIA.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

## TIME Steamship

"TJIMAHU," Captain Bouman, will be despatched for the above Ports on or about 10th inst.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor.

Hongkong, 13th May, 1908. 835

## JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MAKASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

## THE Steamship

"TJILIWONG," Capt. van Wyck Jurriane, will be despatched for the above on or about the 15th inst.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor.

Hongkong, 13th May, 1908. 836

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No fire insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th May, 1908. 837

## JAVA-CHINA-JAPAN LIJN.

FROM JAVA PORTS AND MACASSAR.

## THE J.C.J. Lija Steamship

"TJIKINI," Captain R. Koop, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding the discharge and/or Cargo left on board after the 15th inst. will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No fire insurance has been effected.

The steamer will be despatched for Yokohama, Kobe and Moji on the 16th inst.

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor.

Hongkong, 12th May, 1908. 838

## FOR LUMUT &amp; ARAU, INDIA, AUSTRALIA, &amp;c.

PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

## HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OCEAN TRADING REPORT, subscription, paid in advance, \$12 per annum Postage \$2 to any part of the World

## INTIMATIONS

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House TO-MORROW (THURSDAY), the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908. 789

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House TO-MORROW (THURSDAY), the 14th May, 1908, at 5.25 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908. 781

## CHINA &amp; JAPAN TELEPHONE &amp; ELECTRIC CO., LTD.

A LADY OPERATOR is required for Kowloon. Exchange. Must reside in Kowloon and be able to speak English and Chinese. Apply personally at the Company's Hongkong Office in Duddell Street between the hours of 10 and 11 A.M.

Hongkong, 9th May, 1908. 822

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B.R., Care of "Daily Press" Office.

Hongkong, 13th November, 1906. 644

## LADIES, PLEASE NOTE!

## REMOVAL SALE.

EVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. FOX CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS.

Please call and see for yourself.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st May, 1908. 651

## PRIVATE BOARD AND RESIDENCE

## MRS. GILLANDERS.

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 568

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

## STORAGE.

## FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT No. 32 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1908. 84

## DAVID COSSAR &amp; SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING

ARNHOLD, KARBURG & CO. Sole Agents.

994

## INSURANCES

## NORTH BRITISH AND MEROAN

TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119.

I. AUTHORIZED CAPITAL... £1,000,000

Subscribed CAPITAL... 2,750,000

PAID-UP CAPITAL... 887,500

II. FINE FUNDS... 3,886,720 19 6

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146

## THE GLORUS INSURANCE COMPANY

## OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Hongkong, 13th August 1906. 28

## AACHEN AND MUNICH FIRE INSURANCE CO.

## OF AIX-EN-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 114

## NOTICES OF FIRMS

## NOTICE.

MR. P. NALIN has been appointed ACTING AGENT for MESSAGERS MARITIMES and CHARGES REUNIS during my Absence from the Colony.

J. MILLET, Hongkong, 9th May, 1908. 820

## NOTICE.

KWONG WOO, JEWELLER, Etc., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must invariably bear the Signature of his Sole Representative Mr. CHEUNG KING SOH.

Hongkong, 9th April, 1908. 821

## NOTICE.

ON and after the 18th instant the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, Queen's Road Central (in the Offices now occupied by the National Bank of China Ltd.)

J. L. VAN HOUTEN, Agent, NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Hongkong, 7th May, 1908. 812

## PUBLIC COMPANIES

## PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 10th day of May, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 20th inst. both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 9th May, 1908. 825

## CHINESE ENGINEERING &amp; MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is Payable on 1st May at the Chartered Bank in India, Australia and China, and the Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1908. 787

## FOR SALE

A COLLECTION of 3,600 USED POSTAGE STAMPS of Various Countries, some very rare specimens. Can be seen by arrangement at the KOWLOON BOOK STALL.

Hongkong, 8th May, 1908. 817

## FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$35

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUM. And all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 26th February 1907

## TO LET.

ONE Large Front ROOM. Suitable for Married Couple or two Gentlemen, every house comfort.

6, OBSERVATORY VILLAS, Kowloon.

Hongkong, 9th May, 1908. 824

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE IN RIVINGTON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

"FATHERLEIGH," Connaught Road. OFFICES in York Buildings. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the Hongkong Hotel. FLATS in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 11th May, 1908. 88

## TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 43, Yanmat, Area 35,200 square feet and with 235 feet deep Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 231

## TO LET.

No. 2, CHANCERY LANE, Six-Roomed House. Electric Lights. Put in thorough repair. With immediate possession.

Apply to—PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central.

Hongkong, 1st May, 1908. 788

## TO LET.

## TO LET.

## OFFICES in ALEXANDRA BUILDINGS.

Apply—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 81

## TO LET.

EITHER Side of the DOUGLAS WHARF. Terms on Application to—DOUGLAS LAPEAUX & CO., General Managers, DOUGLAS STEAMSHIP CO. LD. Hongkong, 31st March, 1908. 637

## TO LET.

No. 2, MACDONNELL ROAD. Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 88

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907. 270

## TO LET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 26 Rooms. No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BELCONVILLE ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central. BELLIS TERRACE HOUSES, ROBINSON ROAD. No. 3, DUDDELL STREET Shop. No. 2, DES VOEUX VILLAS (FARM). No. 57, PRAYA GRANDE, Macao.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 5th May, 1908. 83

## TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM Tsz KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West. Hongkong, 1st October, 1907. 94

## TO LET.

OFFICES in HOTEL MANSIONS. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 1st May, 1908. 785

## TO LET.

4 and 5-ROOMED HOUSES in Kowloon. COMMODIOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908. 645

## TO LET.

A HOUSE in KNOTSFORD TERRACE, No. 3, CANTON VILLAS. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st May, 1908. 85

## TO LET.

CHAMBERS in No. 2 WYNDHAM STREET, Moderate Rent. One ROOM with Verandah and Small Room on the Second floor of No. 3, Des Voeux Road Central, above our Office, Suitable for business premises or dwellings. First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FEED. BORNEMANN.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 7th April, 1908. 96

## TO LET.

12, ARBUTHNOT ROAD—6 Rooms. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 25th April, 1908. 762

## TO LET.

GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY. Apply—CHATER & MODY. Hongkong, 24th March, 1908. 602

## TO LET.

No. 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD. Apply to—SAM WANG CO. LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908. 80

## TO LET.

GODOWN, No. 54, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 9th May, 1908. 823

## BANKS

## THE BANK OF TAIWAN LIMITED

## (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... " 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

## BRANCHES AND AGENTS:

Amoy, Anping, Fuzhou, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Tientsin, Hankow, Peking, Port Arthur, Mukden, Chang Chun.

## HONGKONG OFFICE:

3, Des Voeux Road. Interest allowed on Current Account. Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 5th April, 1907. 783

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... Gold \$3,250,000, — about Mex. \$7,232,222  
RESERVE FUND ..... Gold \$3,250,000, — about Mex. \$7,232,222

## HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

## LONDON BANKERS:

BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTING BANK, LIMITED.

## BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the Rate of 3% per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.  
For 6 " 4 " " " "  
For 3 " 3 " " " "

## No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager. Hongkong 8th April, 1908. 752

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS:—STERLING £1,500,000 at 2/—=\$15,000,000  
SILVER ..... \$13,500,000

## RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS. Hon. Mr. HENRY KESWICK, Chairman. E. GORTZ, Esq., Deputy Chairman. E. G. Barrett, Esq., E. Shollin, Esq., G. Friesland, Esq., R. Shewan, Esq., A. Fuchs Esq., H. A. W. Slade, Esq., C. S. Gubbay, Esq., H. E. Tomkins, Esq., C. M. Lessmann, Esq.

## CHIEF MANAGER

Hongkong—J. E. M. SMITH. MANAGER: Shanghai—W. ADAMS ORAM.

## LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.

## J. E. M. SMITH, Chief Manager.

## HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed at 4 1/2 Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. E. M. SMITH, Chief Manager. Hongkong, 12th January 1907. 21

## NEDERLANDSCH-INDISCHE HANDELMAATSCHAPPIJ

(NETHERLANDS INDIA COMMERCIAL BANK) ESTABLISHED 1833.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,112,570.36 (£176,048).

HEAD OFFICE: AMSTERDAM. SUB-OFFICE: THE HAGUE. HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Bandong and Weltevreden.

CORRESPONDENTS at: Cheribon, Tega, Poedjangan, Macassar, Pontanak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

## BANKERS:

London: THE WILLIAMS DEACONS BANK, SWISS BANK CORP. Paris: COMPTON NATIONAL D'ESCOMPTE DE PARIS.

Berlin: DISCOUNT BANK. Brussels: BANQUE DE PARIS ET DES PAYS BAS. Vienna: UNION BANK. Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED. On Current Account at the Rate of 2 1/2 per cent. per annum on the daily balance. On Fixed Deposits: 12 months 4 1/2 per cent. do. 6 do. 3 1/2 do. 3 do. 3 do.

C. WOLDRINGH Manager, No. 15, Des Voeux Road Central. Hongkong, 1st April, 1908. 281

## BANKS

## THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... " 1,125,000  
PAID-UP ..... " 562,500  
RESERVE FUND ..... " 210,000

## BANKERS:



## NOTICE TO CONSIGNEES.

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMHA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be handed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON &amp; CO., LD.

Agents.

Hongkong, 7th May, 1938.

NAVIGAZIONE GENERALE

ITALIANA

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3.30 A.M.

No Fire Insurance has been effected.

CARLWITZ &amp; CO.,

Agents.

Hongkong, 7th May, 1938.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 11th May, 1938.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SCANDIA"

Capt. von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before To-day. Any Cargo including hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 11th May, 1938.

S.S. "ERNEST-SIMONS"

COMPAGNIES DES MESSEGERIES

MARITIMES

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Dordogne" from Havre ex S.S. "de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Hills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th May, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 18th May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th May, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 11th May, 1938.

## SINGON &amp; CO.

IRON, STEEL, METAL, AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipbuilders. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market). Telephone No. 515.



SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &amp; LONG CHAIRS.

BAMBOO BLINDS, MATTINGS

in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1938.

401

MITSU BISHI DOCKYARD AND ENGINE WORKS, YAGASAKI.

CODE WORD: "DOCK" A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet  
Length on Blocks... 714  
Width of Entrance on Top... 86  
Width of Entrance on Bottom... 86  
Water on Blocks at Spring Tide... 84

DOCK No. 1.

Extreme Length... 623 feet  
Length on Blocks... 613  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 61

DOCK No. 2.

Extreme Length... 371 feet  
Length on Blocks... 360  
Width of Entrance on Top... 86  
Width of Entrance on Bottom... 83  
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING, SLITS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for Short Notice.

799

NOW READY.

MAIL TABLES FOR 1938.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card... 30 Cents  
On Paper... 20

On Sale at the Hongkong Daily Press Office Hongkong, 17th January, 1938.

THORNE'S OLD VAT

SOLE AGENTS IN HONG KONG, CHINA & MANILA.

A.S. WATSON & CO., LTD.

As Supplied to the House of Commons.

THE NEW FRENCH REMEDY

TRADE MARK

Therapion No. 1

Therapion No. 2

Therapion No. 3

## JAPANESE SHIPPING SUBSIDIES.

Referring to the extent of the Government protection given to the shipping business in Japan at the present time, the Tokyo Nichi Nichi observes that the policy of protection or encouragement for shipping pursued by the various countries in the world may be divided into six sections—mail subsidy, subsidy for naval service, tonnage, shipbuilding, navigation encouragement, and military transport. The method now adopted by Japan is almost identical with the policy followed by France and Italy, allowing subsidies for the transport of mails, extension of steam services, and shipbuilding and navigation encouragement. The total estimate of the shipbuilding subsidies to be granted in Japan for the present fiscal year... is in the Budget, amounts to ¥13,166,895 including ¥300,000 to be granted by the Formosan Government. Of the subsidies for steam service extension and steam navigation and shipbuilding encouragement, the Nippon Yusen Kaisha takes about ¥7,000,000 including a subsidy to the Formosan line, and the services under contract with the Hokkaido Government, the Tokyo Kisen Kaisha about ¥1,700,000, and the Osaka Kisen Kaisha about ¥700,000 (including the Formosan line and the Japan Sea service). Details of the building subsidies, which are estimated at ¥13,166,895 in all for the present fiscal year, are as follows, the steam navigation details being given in round figures:—

## I.—STEAM SERVICE EXTENSION SUBSIDIES

(¥7,666,800).

1—Nippon Yusen Kaisha... ¥4,232,707

2—Tokyo Kisen Kaisha... ¥1,013,831

3—Japan-China S.S. Co... 800,000

Osaka-Shosen Kaisha... 491,000

4—Osaka Shosen Kaisha, Awa

Kyodo S.S. Co., and Mr. Harada

Japico for calling at certain ports 50,000

5—Nippon Yusen Kaisha, and eight

others for services under con-

tracts with local governments... 247,713

6—Nippon Yusen Kaisha and Osaka

Shosen Kaisha for Formosan

services... 800,000

## II.—STEAM NAVIGATION ENCOURAGEMENT

SUBSIDY (¥3,333,955).

1—Nippon Yusen Kaisha... ¥2,200,000

2—Tokyo Kisen Kaisha... 750,000

3—Mitsui Bussan... 230,000

4—Osaka Shosen Kaisha... 200,000

5—Mitsui Bishi... 100,000

## III.—SHIPBUILDING ENCOURAGEMENT

(¥1,995,440).

The receivers of this subsidy are the Mitsui

Bishi Yard at Nagasaki, the Kawasaki Yard at

Kobe, and the Osaka Iron Works, but the

estimate for this purpose every year falls short

of the amount required.

## IV.—GRANT FOR TRAINING SEAMEN.

(¥25,000).

1—Grant to the Seamen's Relief

Society... ¥5,000

2—Grant to the Imperial Sea Dis-

tress Assistance Society... 20,000

In this connection it may be added that

according to the Japanese Press, during last

year one battleship, two armored cruisers,

and one second class cruiser were launched at

the Imperial Naval Yards, and one dispatch-

boat each at the Mitsui Bishi and Kawasaki

Yards. The Mitsui Bishi Yard has in hand

orders for the construction of vessels, repre-

senting 80,000 tons in all, including a sister-

ship of the "Tsuru" and "Chiyu," and the

Kawasaki Yard orders for vessels representing

a total of 35,000 tons. The number of vessels

built in Japan during last year is given as

follows:—

	No. of Vessels.	Tonnage.
Imperial Naval Yards...	4	53,000
Mitsui Bishi Yard...	6	37,638
Kawasaki Yard...	13	17,417
Osaka Iron Works...	17	6,729
Isikawajima Yard...	5	1,331
Uraga Yard...	3	89
Others...	100	11,355

## THE DALAI LAMA.

THE PROPOSED VISIT TO PEKING.

As the proposal to reorganize Tibet into a

province on the same basis as those of China

Proper requires the personal sanction of the

Dalai Lama, or Buddhist Pontiff, it has been

decided by the Peking Government to invite

him to the Capital for a conference with the

Emperor. For this purpose the following

procedure will be followed by order of the

Ministry of Rites and of Dependencies. A

special Imperial decree is to be sent to the

Governor of Shansi, at the provincial Capital

of Taiyuan, commanding him to request the

presence in Peking of the Dalai Lama, who

is now at the great temple of Wutaishan,

about eighty miles distant from Taiyuan. A

Special High Official will also be sent to

Wutaishan to arrange with the Pontiff as to the

date of his arrival in Peking for audience, which

will then be telegraphed to his Majesty. As

soon as this is made known, the Governor of

Shansi is to send a high official to Wutaishan

to escort the Dalai Lama to Taiyuan; prepara-

tions are to be made all along the route for the

comfort of the Pontiff and his large retinue.

As the Dalai Lama approaches within thirty li

of Taiyuan, the Governor is to meet him and

give welcome in the name of the Emperor, and

then escort the party into the City. The

Pontiff will then remain there awaiting an

Imperial edict notifying him the date he

is to leave Taiyuan for the Capital. The party

will proceed to Peking by way of Paoing, the

capital of Chihli province, and when within a

of the Presence and Grand Chamberlains will escort the Buddhist Pontiff as far as Paoing and on his return journey to Tibet he is to be welcomed and escorted a certain distance by the Viceroy and Governors, through whose provinces the party will pass on their way westwards. —N.O. Daily News.

## RANK OF BRITISH CONSULATE AT KOBE RAISED.

VICE-CONSULATE AT OSAKA.

The Japan Chronicle of May 1st says:—We learn that official information was yesterday received that the British Consulate of Kobe has been raised to a Consulate-General, thus placing it on the same rank as Yokohama, and furthermore that a Vice-Consulate will be established at Osaka, where a resident Vice-Consul will be appointed.

This is interesting news and indicates both the importance attached to Kobe and the growing interest in Osaka. So far as the latter port is concerned there are comparatively few British interests (there at present but the number is increasing). The chief reason for the establishment of a Vice-Consulate there, however, is the necessity for watching the development of trade more effectively than can be done from Kobe. Mr. Bosar has been appointed Consul-General to reside at Kobe. We understand the Vice-Consul at Osaka has not yet been appointed, but we understand that he will shortly be leaving for home on furlough, and if appointed his place will temporarily be filled by another member of the Consular service until his return to Japan.

It may be mentioned that this is the second occasion that a Vice-Consulate for Great Britain has been established in Osaka. When Osaka and Hyogo were opened simultaneously in 1868, Osaka as a great trade centre was naturally considered at least as important as Hyogo, and the chief reason the Consulate was established at Kobe was because there was closer connection with the warships than was possible at Osaka. Almost as many British merchants opened business at Osaka, however, as at Kobe, and a Vice-Consulate was established there, to which the late Mr. Lowder, then in the Consular service, was appointed. Two or three years ago it was shown that more was to be done in Kobe than in Osaka, and the foreign merchants gradually withdrew to the shipping port and the British Vice-Consulate was closed. Now, after almost forty years, it is to be re-established, the importance of Osaka from the point of view of foreign trade having become evident, while the harbor works have made it what was not the case before—a port for foreign shipping.

## "TIGER" VERDICT.

COURT HOLDS NO ONE TO BLAME FOR THE COLLISION.

The "Tiger" Court-martial at Paris, which sitting on board the "Victory" at Paris, announced its decision as follows:

The Court finds that no blame is attributable to any surviving member of the "Tiger's" crew. There is no evidence to show why she altered her course to port instead of following her leader, and as there is no evidence on this point the Court considers that no blame attaches to any particular deceased member of the "Tiger's" crew. The Court, however, is of opinion that the "Berwick" must have been visible from the "Tiger" when she altered her course to port.

The Court further finds from the evidence it has before it that no blame is attributable to any other person for this lamentable accident, and that there was not sufficient time from the time of the "Tiger" being sighted from the "Berwick" for the latter to have avoided or prevented a collision. The Court further considers that when a collision was seen to be inevitable all proper steps were taken on board the "Berwick" to lessen the shock of the collision and to save life.

Commander Lunn, who planned the attack, said it was by his orders that search lights were not carried. About 8 o'clock witnesses had attacked the fleet, and could then keep in touch with the battleship about two miles away, but it was very dark. He received no information from the "Tiger," and did not see her, although he passed close to her division. The disaster probably arose through the "Tiger" making a mistake of a few points in the course of the fleet, and thus making the "Berwick" untimely late to avoid a collision. It was customary in night attacks for commanding officers to rely upon their eyes.

The Mayor of Portsmouth (Mr. F. G. Foster) has opened a "Naval Disaster Fund," which will be used primarily for the widows and children of those who lost their lives in the "Tiger" disaster, but which will also be available to meet any similar claims which may hereafter arise.

**KEATING'S POWDER**

KILLS BUGS FLEAS MOTHS BEETLES

TINS & BOTTLES ONLY.

53

**APIOLINE**

(CHAPOTEAUT)

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to LEAF, BAR SILVER (From 1900), and other Useful Information.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

116

## BOVRIL

When you ask for

do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

OVER THE BAR ASK FOR

**WATSON'S No. 10**

The accredited Agents in Hong-Kong for Watson's Dundee Whisky No. 10 are

HEWAN, TOMES & CO.

MAKE NO MISTAKE ABOUT IT.

THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT

REMEMBER, THERE IS NO LIGHT SO GOOD OR SO CHEAP AS THE BRITISH-MADE.

WELSBACH

Light is lightest.

See the Trade Mark "AUR."

**Welsbach**

The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture, and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.

THE WONDERFUL WELSBACH KEROSENE No. 3 will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CK." The light standard of these Welsbach mantle mantles is lightest and the fabric is strongest—"There are no Mantles so good as Welsbach."

Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Sole Agents of the Welsbach Incandescent Gas Light Co., Ltd., London

**WILKS & JACK, LTD.**

14, DES VEUZ ROAD CENTRAL, HONGKONG.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1903;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers

**Apollinaris**

"THE QUEEN OF TABLE WATERS."

HAS BEEN AWARDED

The Royal Prussian State Medal, 1902

AND THE Gold Exhibition-Medal, Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Annual Sale 30,000,000 Bottles







PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 14th May	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 16th May	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN	About 20th May	Freight and Passage.
MOJI, KOBE and YOKO	PALERMO	About 22nd May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR	About 22nd May	Freight and Passage.

For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent,  
Hongkong, 13th May, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KIUKIANG"	On 13th May, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 19th May, 4 P.M.
CEBU and LOILO	"SUNGKIANG"	On 19th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 28th May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUOD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th May, 1908.

HAMBURG-AMERIKA LINIE,  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

For SHANGHAI, YOKOHAMA & KOBE:  
S.S. ANDALUSIA ... 18th May

For SHANGHAI, YOKOHAMA & KOBE:  
S.S. DORTMUND ... 25th May

## HOMEWARD.

For ANTWERP & HAMBURG:  
S.S. LYDIA ... 16th May

For HAVRE & HAMBURG:  
S.S. SENEGBAMBIA ... 24th May

For MARSEILLES, ANTWERP, BREMEN & HAMBURG:  
S.S. SITHONIA ... 1st June

For HAVRE & HAMBURG:  
S.S. SCANDIA ... 15th June

For MARSEILLES, ROTTERDAM & HAMBURG:  
S.S. BRISGAVIA ... 28th June

For HAVRE & HAMBURG:  
S.S. DORTMUND ... 12th July

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wedday, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Wedday, 20th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"CHOSHUN MARU"	FRIDAY, 15th May, at 10 A.M.

\* TAMSIU VIA SWATOW, "JOSHIN MARU" SUNDAY, 17th May, at 9 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers. They are fitted throughout with electric light. First-class Cabin Amidships. Unrivaled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th May, 1908.

T. ARIMA, Manager.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 18th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 23rd May, Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 11th May, 1908.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY  
FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. LOWTHER CASTLE ... On or about 25th May.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 13th May, 1908.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration.)
"GLENFARG"	3,700	LEAVE HONGKONG ... ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 20th May ... 18th June
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th June ... 22nd June
"LENNOX"	3,700	THURSDAY, 18th June ... 4th July
"EMPERESS OF JAPAN"	6,000	THURSDAY, 18th June ... 17th July
"MONTEAGLE"	6,163	SATURDAY, 11th July ... 4th Aug.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" sail 12 Noon.

THE QUEENSTOWN TO CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, MANILA, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW ATLANTIC "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 27-110  
Intermediate and 1st Class Railways ... 240, " 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CHADDICK, General Traffic Agent for China,  
Corner Pender Street and Praya opposite Blake's.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, CHEFOO	"CHIPSHING"	Wedday, 13th May, Noon.
SHANGHAI	"CHUNSHANG"	Wedday, 13th May, 4 P.M.
MANILA	"YUENSANG"	Friday, 15th May, 4 P.M.
SHANGHAI	"KWONGSANG"	Monday, 18th May, Noon.
MANILA	"LOONGSANG"	Friday, 22nd May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOI	"FOOKSANG"	Wedday, 27th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTANG," "NAMSANG" and "POONSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

\* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—  
JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 12th May, 1908.

TRANS-PACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland ... via Vancouver

Passengers to Overland and Europe ... via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 23 DAYS

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

PROPOSED SAILINGS:

AMIRAL MAGON ... 4th June

AMIRAL EXELMANS ... 25th July

OUSSANT ... 27th Aug.

MAITE ... 12th Oct.

CEYLAN ... 26th Nov.

CORSE ... 11th Jan. 09

\* No Passengers. \* Intermediate Class and Rates of Passage.

\* New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SINGAPORE	First half of May	SHANGHAI	First half of May
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJIMAH	AMOY	First half of May	JAVA	First half of May
TJILATAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	AMOY	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the—  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

THOS. COOK & SON,  
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

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FOREIGN MONIES EXCHANGED.

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Full information on Application.

Head Office for the Far East—  
16, DES VIGUE ROAD,  
HONGKONG.

Japan Office—  
14, WATER STREET,  
YOKOHAMA.

Shipping in Port.

AMIRAL DE BROUWNT, French str., 134, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.

ASHA, British str., 2,936, Harry Gaukroger, 5th May—San Francisco via Japan Ports and Shanghai 2nd May, Mails and General—O. & O. S. S. Co.

CARL DIEDERICHSEN, German str., 774, T. Kayser, 10th May—Haiphong 6th and 10th May, Rice, Pigs and General—Jensen & Co.

CHIPSURE, British str., 1,199, F. Mooney, 8th May—Tientsin, Chefoo, Weihaiwei and Swatow 28th April, General—Jardine, Matheson & Co.

CHIYUN, Chinese str., 1,177, C. Stewart, 9th May—Shanghai 5th May, General—Chinese.

CHUNSHANG, British str., 1,213, W. E. Sawyer, 6th May—Sourabaya 26th April, Sugar—Jardine, Matheson & Co.

DEN ON ABLE, British str., 2,271, Camming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.

DUNBAR, British str., 1,901, A. R. Lee, 28th April—Moji 23rd April, Coal—Shewan, Tomes & Co.

EIGER, Norwegian str., 895, N. S. Nielsen, 6th May—Bangkok 23rd April, Rice—Chinese.

EMPERESS OF CHINA, British str., 3,048, R. Archibald, R.N., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. P. R. Co.

FOKUSHU MARU, Japanese str., 1,900, T. Ito, 9th May—Swatow 8th May, General—Osaka-Shosen Kaisha.

GERMANIA, German str., 1,713, H. Lorenzen, 11th May—Singapore 4th May, General—Jensen & Co.

HAIPOHON, French str., 500, Pomfret, 2nd April—Haiphong 18th April, Ballast—Wilks & Jacks.

HINSANG, British str., 1,526, A. G. Smith, 8th May—Wakamatsu 3rd May, Coal—Jardine, Matheson & Co.

KAMAKURA MARU, Japanese str., 6,120, H. Farrow, 11th May—Yokohama 23rd April, and Shanghai 8th May, General—Nippon Yusen Kaisha.

KUEICHOW, British str., 1,215, G. Hooker, 9th May—Tientsin 3rd May, General—Butterfield & Swire.

KUIKIANG, British str., 1,928, Wavel, 9th May—Shanghai 5th May, General—Butterfield & Swire.

KUMERO, British str., 4,005, F. S. Cowley, 10th May—Seattle via Ports, Japan and China, 31st April, General—Doddwell & Co.

KWANTUNG, British str., 1,044, Dawson, 8th May—Taku 2nd May, General—Butterfield & Swire.

LABETTES, British str., 1,340, Frampton, 30th April—Saigon 26th April, Rice and Dry Fish—Chinese.

LOCKE, German str., 1,020, W. Taubert, 9th May—Bangkok 1st May, Rice—Butterfield & Swire.

NANCHANG, British str., 1,040, W. J. Miller, 9th May—Newchwang & Chefoo 2nd May, General—Butterfield & Swire.

NARARA, British str., 1,122, Allan Jones, 11th May—Saigon 8th May, Rice—Bradley & Co.

NORD, Norwegian str., 730, Haralson, 10th May—Hongkong 6th May, Coal—Asgaard, Thoresen & Co.

ONSANG, British str., 1,787, R. Cox, 30th April—Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.

PAKHOT, British str., 1,229, French, 7th May—Wuhu 4th May, General—Butterfield & Swire.

PARLAT, German str., 1,018, Joh. Wenzel, 11th May—Bangkok via Swatow 10th May, Rice, Teak Squares & Salt—Norddeutscher Lloyd.

PEONTHUS, Nor. str., 1,024, O. Cornelissen, 9th May—Bangkok 1st May, Rice—Chinese.

QUINTA, German str., 987, Frahm, 2nd May—Tientsin 26th April, Coal—Siemssen & Co.

RAVABURI, German str., 1,189, H. Bremer, 6th May—Bangkok 23rd April, Rice—Butterfield & Swire.

SCANDIA, German str., 2,855, W. v. Dohren, 11th May—Singapore 5th May, General—Hamburg-Amerika Linie.

SPRINGBURN, British str., 3,172, J. J. Crosthwaite, 9th May—Beyonne 6th Mar., Case Oil—Standard Oil Co.

STANDARD, Norwegian str., 894, H. N. Bull, 6th May—Saigon 1st May, Rice and Fish—Waller & Co.

TELENACHUS, British str., 1,340, J. Williamson, 6th May—Saigon 1st May, General—Chinese.

TJIMAH, Dutch str., 2,444, A. Pandek, 11th May—Singapore 5th May, General—Java-China-Japan Lijn.

TJIPANAS, Dutch str., 2,826, H. Klops, 10th May—Macassar 3rd May, General—Java-China-Japan Lijn.

TJIMAH, Dutch str., 2,476, J. Brouwers, 29th April—Batavia Apr. 4th, and Macassar 20th, General—Java-China-Japan Lijn.

VICTORIA, Swedish str., 989, J. A. Hellberg, 23rd April—Karaisk 7th April, Coal—Waller & Co.

WAISHING, British str., 1,170, W. F. Richard, 9th May—Chinkiang 5th May, General—Jardine, Matheson & Co.

WAKAMIA MARU, Japanese steamer, 3,497, T. Yamawaki 10th May—Moji 5th May, Coal and General—Nippon Yusen Kaisha.

YAWATA MARU, Japanese str., 3,368, K. Hamada, 11th May—Australia 15th April, via Manila 8th May, Lead, Copper and Soap—Nippon Yusen Kaisha.

YUENSANG, British str., 1,123, P. H. Rolfe, 10th May—Manila 3th May, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,619, R. Rodgers, 11th May—Manila 9th May, Sugar and Hemp—Shewan, Tomes & Co.

ZILLAH, British str., 3,426, Pearth, 26th April—Xmas Island 17th April, Phosphates—Mitsui Bussan Kaisha.

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service to Cape Town every fortnight.

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DODWELL & CO., LIMITED  
General Agents for China and Japan  
Hongkong, 4th August, 1898.

## Cutler, Palmer &amp; Co.'s

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